

# T. C. POWER & BROTHER,

FORT BENTON, MONTANA TERRITORY,

Wholesale and Retail dealers in

## ALL KINDS OF MERCHANDISE.

Including Every Description of

## INDIAN GOODS.

## Agricultural Implements of all kinds

kept constantly on hand.

## Storage and Forwarding

## FREIGHTERS.

Through Bills of Lading from

Chicago, St. Louis, and Pittsburgh to Helena, M. T.

### RIVER MARKET.

Beef, Game, Veal, Mutton, Fresh Fish, & Pork, & Ice.

#### SANBORN & MARTIN,

Front Street, - - FORT BENTON, M. T.

Goods delivered to any part of the city free of charge.

### EDMUND BRADLEY,

Fort Benton, M. T.,

House Carpenter and Joiner

All work guaranteed to give perfect satisfaction.

### STAINING & VARNISHING.

#### JOHN HUNSBERGER,

Fort Benton, - - M. T.,

AGENT FOR

### Steell & Adams'

SUN RIVER SAW MILL.

Boards, Scantling, and Shingles constantly on hand

### J. A. KANOUSE,

### ATTORNEY AT LAW

Fort Benton, M. T.

### ISAAC & RICHARD NEE,



### BLACKSMITHING

In all its Branches.

FORT BENTON, - - - MONTANA.

### J. W. Toohy,

### TONSorial ARTIST

and

Capillary Rejuvenator,

FORT BENTON, - - MONTANA

### FORT BENTON



### EXPRESS,

GEO. HOUK, Proprietor.

Parties desiring my services will please leave their orders at E. BRADLEY'S CARPENTER SHOP.



## OVERLAND HOTEL,

Fort Benton, M. T.,

Under the management of Messrs

## ROWE BROTHERS,

is unsurpassed by any

First-Class House in Montana

for comfort and convenience.

NEW HOUSE, NEW ROOMS, NEW FURNITURE.

Messrs Rowe Brothers have just completed a new addition to the OVERLAND, consisting of a large, neatly-finished building, containing eleven sleeping apartments and an elegantly furnished reception room. The liberal patronage which this old and widely celebrated Hotel has received since its establishment at Fort Benton has encouraged the proprietors to make it still more worthy of public favor. It is believed that the improvements just completed make

## THE OVERLAND

SECOND TO NONE IN THE TERRITORY.

Clean, neatly-kept rooms, comfortable beds, luxurious table, attentive waiters,

Are Characteristics of this House.

The Helena Stage will bring guests to the door of the OVERLAND.

## CORRESPONDENCE.

### CARROLL.

The Forty Thousand Dollar Route—XXX Congratulated—Apparent Insanity of the Herald Correspondent—The Square Deal—The Coulson Line Again—Figures That XXX Dare Not Give—Montana Journals Paid to Deceive the Public—Not Half Done With XXX Yet.

To the Editor of the Record:

Though extremely happy to learn that Carroll's North Pacific Forty Thousand Dollar Route Herald correspondent has so far escaped the dangers that hang over the track of that rash project, and which were increased, as he says, for want of troops—yet between ourselves, all the military force of Montana had been concentrated along that route—thoughts of the precarious condition of "XXX" mar the pleasure of knowing that his flowing ringlets do not as reported adorn the wigwag of a Sioux warrior. The nature of the fearful malady under which the unfortunate supporter of the discriminating North Pacific Montana freight rates is suffering is plainly noticeable through his late effusion to the Pioneer. A shade of sadness crept o'er my feelings when perusing his letter of the 10th ult., which I chanced to notice first, lest my esteemed opponent may have been ailing through severe exertion in showing his appreciation, in the senior's old, old style, of the many toasts which he speaks of when sending his greeting to Helena. But alas! my ungenerous thoughts were quickly banished when I read his two column letter and supplement. Then I knew how wicked I had been to entertain such thoughts—sure the man was mad! Occurrences of such nature are rarely heard of where an interested admirer of a deceptive project becomes so demented as no longer to be able to discern the difference between stubborn facts, freight statistics, and nonsense; and to that village where the special rate land transportation scheme squirmed its nether end, Carroll, belongs the fame of having presented to our wondrous gaze the rara avis of speculation insanity. The bubble has burst, and only you, my young friend, do I perceive advancing the idea or know of harboring the thought that it will again be in condition to float against the blasts of public opinion. A sad record indeed does the Carroll route present this year; and as a drowning person grasps at imaginary help, so do the infatuated adherents of this chimerical enterprise in bewildering expectancy of their foreseen fate clutch at the fact of a few tons of Montana freight having been delivered at the Carroll levee as indicative of the fulfillment of the old woman's prophecy which they, and "XXX" among them, were at one time so foolish as to indulge in. Respect for the character once borne by "XXX" as an advocate of "square dealing," and as an exponent of the advantages to be derived by the Diamond R. Company through the open (special) rate indulgence of the N. P. Railroad, I shall treat my young friend's communication as though it had emanated from a sound and healthy brain, in hopes that the curative qualities of our mountain climate may repair his shattered intellect, sufficiently at least to enable him to warn other admirers of that wild dream of the folly of attempting to divert the progress of Territorial enterprises, though the reward may amount to half-centuries of thousands.

One column of the Herald's "XXX" letter is specially devoted to praise of the Diamond R. and the Coulson Lines and in condemnation of the Kountz Line of boats. Are we never to hear the last of the Kountz Line having ruined the Carroll route in 1874? Is there not a covert motive in attacking the Kountz Line? A partner of Coulson is attacking Kountz through a Yankton paper; can it be possible that the same game is being played up here? The old Commodore says Coulson is an Indian goods thief, and I do not doubt it; and the N.P.—no, the Coulson—I mean the Carroll correspondent, takes a good old Allegheny fling at Kountz and says he is a bad pay, and I do not doubt that, either. For goodness sake cease it, "XXX." You are baring at the Kountz Line because it was a little slow in transporting a large share of Montana freight to Carroll last season. You are paying the highest compliment to the Coulson packets because they made packet time this season when transporting a few hundred packages of live freight, in the shape of U. S. soldiers to be used as protectors of the Diamond R. trains; and

you are lauding Coulson and Co. for their tact, in filling their pockets with greenbacks at the expense of the N. P. and—I came near saying the Diamond R. Do, now, stop that nonsense about business tact, &c., and come down to horse sense about the Coulson Line and the amount of freight that was transported by them to Carroll this season, and then give us the amount landed there last season, and let us see how they compare.

In the four columns of the Carroll letters only once is mention made of the amount of freight which was landed at Carroll this season by a Coulson boat. Why? Because this correspondent and his friends claim that this season's work has fully demonstrated the supremacy of the Carroll route as an avenue for freight to this Territory, and were he to attempt to prove this by showing the amount of freight actually delivered via that route, his claim would instantly fall to the ground. Instead of comparing the amount of freight shipped by way of Carroll with that shipped by way of Benton, and then comparing the rates on both routes, when claiming for the Carroll route the advantage of cheap and rapid transit, "XXX" attempts to pull the wool over the eyes of the public by obscure records and falsification of facts. I have the greatest possible respect for enterprise, and in this connection I almost admire the pertinacity with which our Carroll route friends have clung to their rich contract. If the enterprise of those parties, as "XXX" says, were the sole prompter in their attempt to open and work that route, how then does it occur that the Northern Pacific paid as they claim over \$40,000 to that same end. All honor to business enterprise, and enterprising business men can not receive too much applause, but it is inconsistent, it is departing from business candor, to applaud the undertakers of a scheme which all sensible and unbiased persons must confess in no way advances the interests of the Territory, and for the opening of which a large amount of money has been received, part of which has found its way to the credits of some of Montana's journals. At first it was claimed that the Carroll route would command the transportation of every pound of Montana freight this season. It turned out, however, that nearly all the freight for this Territory came by way of Benton. It was then claimed that in the packet trade the Carroll route was a suitable auxiliary. This I admit, but the latest claim of "XXX" "that the Carroll route is an assured success," I deny, and I defy him to prove by figures or facts that what I say is not correct—that the Carroll route is a grand, significant failure, as a cheap transportation route to Montana, a failure to all who have ever been in any way associated with it save those who had a finger in the North Pacific forty thousand dollar pie. The Carroll writer seems to make a great deal of capital out of the fact of the steamer Benton having discharged a train load of freight at Carroll to accommodate a freighter who had hauled government freight to the troops on the Carroll route, and would have had to return with an empty train had not Capt. McGarry been thus obliging. Now, "XXX," you know you are not truthful when you say "all the Helena freight of the Benton" was left at Carroll, and you know that you disguise the truth by leading the public to believe that all the freight left at Carroll by the Benton was hauled over the Carroll route. Why do you not tell us that the Benton loaded with the freight left at Carroll after Friels had loaded his train, and that a part of this freight that was landed at Carroll has since been delivered at Helena by way of Benton. This is a specimen of the "stubborn truths" which our Carroll friend talks of so loudly in his letter. It is only one of the many which I shall expose. I am not yet done with "XXX." I have a long array of figures at my elbow which I will give to that gentleman in another letter in support of the assertions which may necessarily be made by. Yours, T.

### FORT SHAW.

Return of the Expedition—Large Force at the Post and More to come—General Gibbon and Lieutenant Jacobs Gone to the Fair—Other officers Absent—Temperance Matters—Change of School Teachers.

FORT SHAW, OCT. 4, 1875.

To the Editor of the Record:

I take pleasure in sending you a few items from this point, hoping they may find interest with your readers.

After a long season, during which but few soldiers garrisoned this post—nearly all the troops having been sent to guard the Carroll route—we find ourselves suddenly in the midst of a small army of blue coats. The expedition that left the fort two months ago, under the command of General Gibbon, have returned from their perilous duties and are now contributing to make the post very lively. The boys had some rough times during the trip. Long and rapid marches every day, and constant vigilance during the long, weary hours of the night, must necessarily be every fatiguing, especially if, as in the present case, it is continued for six or seven weeks at a time. They however have many marvelous tales to relate of the numerous beautiful scenes through which they passed, describing the country as one of untold grandeur and loveliness. Mr. James W. Collins, of Bloomsbury, Pennsylvania, who accompanied the expedition, states that in all his travels over the globe he has never witnessed such grand natural objects of interest, so many great resources for the support and comfort of mankind. He says that the country in the vicinity of the Judith gap is simply beautiful. The mountains are noted for their peculiar and varied colors, and the red sandstone with the verdant shrub cedar make a not unpleasant contrast to the white alkali bottoms. Buffalo are very abundant. The men were supplied with fresh meat during the trip, and friend Collins asserts that for this luxury alone he would be willing to repeat the expedition if the whole Sioux nation stood in the way, which proves his Sioux-perior fighting qualities.

Gen. Gibbon and family and Lieut. J. W. Jacobs left the post last week to attend the Territorial Fair, taking with them for exhibition, some splendid vegetables raised here. The General will go to Fort Ellis on official duty before returning to Shaw.

Lieut. Coolidge leaves here to day with a large detail to repair the telegraph line between Shaw and Benton. Lieut. L. F. Burnett will start for Camp Lewis tomorrow to assign to companies 110 recruits, now en route from the States in charge of Capt. J. M. J. Sanno. When they arrive the 7th Infantry will have assumed its maximum strength. Companies "K" and "G," now at Camp Lewis, are expected at this place about the last of the present month, and it is probable that "H" Company, which has been stationed at Camp Baker for some years past, will be relieved by Company "D," of Fort Shaw.

Lieut. Bradley has taken a month's leave of absence and gone in your direction.

J. H. McKnight, post trader, is erecting a neat cottage residence adjoining his store near the road leading to the Butte. When completed, the house will greatly improve the appearance of the post.

The Fort Shaw Terpsichorean Association has re-organized for the winter campaign with Oliver Davis as President, and has already commenced its weekly pleasures.

The Theatrical Association have not as yet commenced their entertainments, but as Mr. Michael Rigney is now permanently at the post, it is expected that we shall soon have a first class troupe. Temperance circles are lively, and the good work goes bravely on. Mr. Jacob Moore, the leading Temperance man at this place, is about to take his departure for Washington on official business. Mr. Moore has also taught school at the post for the last two years, and his absence will be regretted by his scholars as well as by his host of friends. The writer takes his place as school teacher.

We had excellent weather during the summer and early autumn; and considering the manner in which some of our Eastern friends have been treated by floods, cyclones, epidemics we have great reason to feel thankful that our lot is cast in this land of plenty, health and happiness.

The healthy, cool refreshing breeze From the mountains grand and high, Floats over the prairie, like foam o'er the seas, Fans the brow of the Granger while taking his ease, Shakes the autumnal leaves from the trees As it passes through them with a sigh.

How thankful to Him, the giver of all, Are we who enjoy His blessings so great; While we live to enjoy quiet peace and content, To assisting each other our best energies lent, So that when we grow old we need never repent, But for the end we'll contentedly wait.

Them's our sentiments, stranger, an I reckon you'll find them kind of correct, every deal. But, there, I think this letter is already too long for insertion, and as I am going up stream to fish a little while to-day, I will close by wishing all success to the RECORD, which already enjoys a reputation second to none in the Territory. Yours truly, M. J. McCART.